

COUNTY COUNCIL
OF
HARFORD COUNTY, MARYLANDBILL NO. 94-6Introduced by Council President Wilson at the request of the County ExecutiveLegislative Day No. 94-4 Date February 1, 1994

AN ACT to repeal and reenact, with amendments, Section 4, Definitions, of Article I, General Provisions, of Part 1, Standards, of Chapter 267, Zoning, of the Harford County Code, as amended; and to repeal and reenact, with amendments, Sections 2.46 and 2.47 of Section II, Definitions, and Sections 4.041 and 4.05 a. of Section IV, Requirements for the Subdivision of Land; all of the Subdivision Regulations for Harford County, as amended; to provide for a change in definitions in accordance with the 1993 Transportation Element of the Master Plan.

By the Council, February 1, 1994

Introduced, read first time, ordered posted and public hearing scheduled

on: March 1, 1994at: 6:00 p.m.By Order: James D. Vannoy, Acting Secretary

PUBLIC HEARING

Having been posted and notice of time and place of hearing and title of Bill having been published according to the Charter, a public hearing was held on March 1, 1994, and concluded on, March 1, 1994

James D. Vannoy, Acting Secretary

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW. [Brackets] indicate matter deleted from existing law. Underlining indicates language added to Bill by amendment. Language lined through indicates matter stricken out of Bill by amendment.

1 Section 1. Be It Enacted By The County Council of Harford County, Maryland, that Subsection
2 4, Definitions, of Article I, General Provisions, of Part 1, Standards, of Chapter 267, Zoning, of
3 the Harford County Code, as amended, be and is hereby repealed and reenacted, with amendments,
4 and that Sections 2.46 and 2.47 of Section II, Definitions, and Sections 4.041 and 4.05 a. of Section
5 IV, Requirements for the Subdivision of Land; all of the Subdivision Regulations for Harford
6 County, as amended, be and are hereby repealed and reenacted, with amendments; all to read as
7 follows:

8 Chapter 267. Zoning

9 Part 1. Standards

10 Article I. General Provisions

11 § 267-4. Definitions.

12 For purposes of this Part 1, the following words and phrases shall have the meanings
13 provided below:

14 [MAJOR ROAD PLAN — A subsection of the transportation element of the Harford County Master
15 Plan which identifies future roads and major road corridor improvements and designates arterial,
16 collector and local roads.]

17 TRANSPORTATION PLAN — AN ELEMENT OF THE HARFORD COUNTY MASTER PLAN
18 WHICH IDENTIFIES FUTURE ROADS, MAJOR ROAD IMPROVEMENTS, DESIGNATES
19 ARTERIAL COLLECTOR AND LOCAL ROADS AND IDENTIFIES POSSIBLE PUBLIC
20 TRANSPORTATION ENHANCEMENTS, THE FEASIBILITY OF A PUBLIC AIRPARK AND
21 BICYCLE ROUTES.

22 ROAD, ARTERIAL — A road which serves as a major trafficway and is identified [on the Major
23 Road Plan as] IN THE TRANSPORTATION PLAN AS AN URBAN OR RURAL as principal or
24 minor arterial road.

25 ROAD, COLLECTOR — A road which serves to carry traffic to or from local streets and connects
26 them to other collector streets or to arterial highways and is identified [on the Major Road Plan as]
27 IN THE TRANSPORTATION PLAN AS EITHER AN URBAN COLLECTOR ROAD OR RURAL
28 major or minor collector road.

1 Subdivision Regulations

2 Section II. Definitions

3 The following definitions represent the meaning of terms as used in these Regulations:

4 § 2.46 ROAD, ARTERIAL. A road which serves as a major traffic way and is identified
5 [on the Major Road Plan as] IN THE TRANSPORTATION PLAN AS AN URBAN OR RURAL
6 principal or minor arterial road. [The arterial interconnects county and state arterial and/or collector
7 roads to move traffic between local and regional generators such as schools, shopping centers and
8 large residential developments.

9 Desired characteristics of arterials include substantial right-of-way and paving widths, good
10 vertical and horizontal alignment, shallow grades, higher design speeds, minimum intersections to
11 permit efficient traffic flow and consolidated entrances along their length to minimize turning
12 movements.]

13 URBAN PRINCIPAL ARTERIAL: URBAN PRINCIPAL ARTERIAL HAVE TWO
14 CATEGORIES:

15 1. FREEWAY AND EXPRESSWAYS. A DIVIDED HIGHWAY, WITH EITHER
16 FULL CONTROL OF ACCESS ON WHICH ALL CROSS ROADS AND RAILROADS ARE
17 GRADE SEPARATED AND ALL ENTRANCE AND EXIT MANEUVERS ARE BY WAY OF
18 INTERCHANGE RAMPS OR PARTIAL CONTROL OF ACCESS WHICH A GREAT DISTANCE
19 BETWEEN THE INTERSECTIONS IS PROVIDED AND NO DIRECT ACCESS TO ABUTTING
20 LAND BETWEEN MAJOR INTERSECTIONS IS ALLOWED. DESIGN SPEEDS ARE SIMILAR
21 TO THOSE OF INTERSTATE SYSTEMS OR LOWER BUT OFTEN HIGHER THAN ARTERIAL
22 HIGHWAYS.

23 2. OTHER URBAN PRINCIPAL ARTERIAL. A ROAD WHICH LINKS MAJOR
24 CENTERS OF ACTIVITY OF A METROPOLITAN AREA. ITS PRIMARY FUNCTION IS FOR
25 MOBILITY AND CARRIES A HIGH PROPORTION OF TOTAL TRIPS ENTERING, EXITING
26 OR PASSING THROUGH AN URBANIZED AREA. IT IS NOT INTENDED TO PROVIDE
27 DIRECT ACCESS TO INDIVIDUAL PROPERTIES ALONG ITS PATH AND SUCH SERVICE

SHOULD BE PURELY INCIDENTAL TO THE PRIMARY FUNCTION OF THE ROAD FOR
USE OF THROUGH TRAFFIC.

URBAN MINOR ARTERIAL: A ROAD WHICH INTERCONNECTS WITH AND
AUGMENT THE URBAN PRINCIPAL ARTERIAL. IT PROVIDES LOWER LEVEL OF
TRAVEL AND TRIP LENGTH AS COMPARED TO PRINCIPAL ARTERIAL. IT SERVES
INTRA-COMMUNITY CONTINUITY. SPACING BETWEEN URBAN MINOR ARTERIAL
VARY FROM $\frac{1}{8}$ — $\frac{1}{2}$ MILE IN CENTRAL BUSINESS DISTRICT TO 2-3 MILES IN THE
SUBURBAN AREAS. ALTHOUGH MOBILITY IS THE PRIMARY FUNCTION OF THIS TYPE
OF URBAN ARTERIAL SYSTEM, IT MAY PROVIDE LIMITED ACCESS TO MAJOR
COMMUNITY CENTERS ALONG ITS PATH.

RURAL PRINCIPAL ARTERIAL: A ROAD WHICH SERVES TRIPS OF SUBSTANTIAL
LENGTH WHICH CONSIST OF THE FOLLOWING CHARACTERISTICS:

1. SERVES STATE-WIDE OR INTERSTATE TRAVEL;
2. CONNECTS URBAN AREAS OF 50,000 OR MORE; AND
3. PROVIDES AN INTEGRATED NETWORK WITHOUT STUB CONNECTIONS
EXCEPT WHERE UNUSUAL GEOGRAPHIC CONDITIONS EXIST SUCH AS BOUNDARY
CONNECTIONS.

RURAL MINOR ARTERIAL: IN CONJUNCTION WITH RURAL PRINCIPAL
ARTERIAL, THIS SYSTEM FORMS A NETWORK OF RURAL ROADS WHICH HAS THE
FOLLOWING CHARACTERISTICS:

1. LINKS CITIES AND TOWNS AND OTHER MAJOR ACTIVITY CENTERS;
2. SERVES THE POPULATED AREAS OF THE STATE; AND
3. PROVIDES MOBILITY IN THE RURAL AREAS WITH MINIMUM
INTERFERENCE TO THROUGH TRAFFIC.

§ 2.47 ROAD, COLLECTOR. A road which serves to carry traffic to or from local streets
and connects them to other collector streets or to arterial highways and is identified [on Major Road

Plan as] IN THE TRANSPORTATION PLAN AS EITHER AN URBAN COLLECTOR ROAD OR
RURAL major or minor collector road.

[Desired characteristics of collector roads good vertical and horizontal alignment, grades typically not exceeding six (6) percent, engineering to allow moderate travel speeds and access points and intersections at lesser frequency than along purely local roads.

MAJOR COLLECTOR: A major road that performs the following functions:

1. Provides the primary access to arterials for one or more neighborhoods.
2. Distributes residentially-based trips to or from county or state arterials.
3. Provides limited travel through neighborhoods and usually originates or terminates externally.
4. Provides direct connections to residential roads and other collectors.
5. Provides collection and distribution routes for bus transit systems.

MINOR COLLECTOR: A secondary road with characteristics similar to those for major collectors but with more direct access points and performs the following functions:

1. Provides direct access to minor roads and limited direct driveway access to abutting properties.
2. Provides for internal distribution within a neighborhood or part of a neighborhood.
3. Connects minor or primary residential roads to one or more major collectors.
4. Carries a limited amount of through traffic: primarily local traffic.]

URBAN COLLECTOR: A ROAD WHICH PROVIDES BOTH ACCESS TO ABUTTING LAND AND CIRCULATION WITHIN NEIGHBORHOODS AND BUSINESS AREAS. IT SERVES RESIDENTIAL, COMMERCIAL AND INDUSTRIAL AREAS BY COLLECTING AND DISTRIBUTING TRIPS FROM LOCAL STREETS AND CHANNELIZING IT INTO ARTERIAL FOR REACHING THEIR FINAL DESTINATION. THE LIMITATION ON ACCESS PROVIDED TO ABUTTING LAND IS IMPORTANT. THE LENGTH OF COLLECTOR STREETS ARE TYPICALLY LIMITED TO 2 TO 3 MILES.

RURAL MAJOR COLLECTOR: A ROAD WHICH PROVIDES SERVICE TO TOWNS

1 THAT ARE NOT SERVED BY PRINCIPAL ARTERIAL. INTRA-COUNTY TRAVEL
 2 BETWEEN CENTERS OF ACTIVITY SUCH AS MAJOR PARKS AND AGRICULTURAL
 3 AREAS OF FARMING COMMUNITIES ARE CONNECTED VIA THIS SYSTEM. IT
 4 PROVIDES ACCESS TO ARTERIAL FOR ONE OR MORE NEIGHBORHOODS, PROVIDING
 5 DIRECT CONNECTIONS TO RESIDENTIAL ROADS AND OTHER COLLECTORS, AND HAS
 6 A LIMITED AMOUNT OF DIRECT DRIVEWAY ACCESS TO ABUTTING PROPERTIES.
 7 THESE ROUTES ARE SPACED AT INTERVALS CONSISTENT WITH POPULATION
 8 DENSITY IN WHICH TRAFFIC IS COLLECTED FROM LOCAL ROADS AND CHANNELLED
 9 INTO A HIGHER CLASSIFIED ROADWAY TO REACH THEIR DESTINATION IN
 10 AGRICULTURAL CENTERS AND TOWNS. ALSO PROVIDES INTERNAL DISTRIBUTION
 11 WITHIN A RURAL NEIGHBORHOOD, OR PART OF ONE, AND HAS LIMITED DIRECT
 12 DRIVEWAY ACCESS TO ABUTTING PROPERTIES.

13 RURAL MINOR COLLECTOR: A ROAD WHICH PROVIDES ACCESS AND SERVICE
 14 TO NEIGHBORHOODS, AND DIRECT ACCESS TO RESIDENTIAL, COMMERCIAL AND
 15 INDUSTRIAL LAND USES. THE LENGTH OF THE MINOR COLLECTOR ROAD SHOULD
 16 REMAIN LIMITED TO A FEW MILES AND CREATE AN EFFICIENT NETWORK TO MAJOR
 17 COLLECTORS AND ARTERIAL TO EFFECTIVELY CHANNEL TRIPS THROUGH THE
 18 ROAD NETWORK.

19 § 2.49 ROAD PARKWAY. [An arterial road with specific access and right-of-way
 20 characteristics appropriate to major new development areas, designed according to the concept of a
 21 pleasant, interesting, and scenic travel experience.] A ROAD WHICH ACTS AS A MAJOR
 22 CORRIDOR BETWEEN SEVERAL COMMUNITIES AND EMPLOYMENT CENTERS MOSTLY
 23 IN THE URBANIZED AREAS. THE APPEARANCE OF A PARKWAY IS INTENDED TO BE
 24 VERY SCENIC AND ENVIRONMENTALLY SENSITIVE, WITH FORMAL LANDSCAPING,
 25 AND IT IS NOT INTENDED TO PROVIDE DIRECT ACCESS TO INDIVIDUAL PROPERTIES
 26 OR BUSINESSES. A PARKWAY COULD INCLUDE PEDESTRIAN AND BICYCLE
 27 ACCOMMODATIONS, AN EXCLUSIVE RIGHT OF WAY, AND SKYWALK FACILITIES ARE

1 OFTEN PROVIDED. A SUBSTANTIAL RIGHT-OF-WAY IS REQUIRED.

2 Section V. Streets and Roads

3 § 4.041 Streets and roads shall conform to the [Major Road] TRANSPORTATION Plan of
4 the County and to the City and Town Development Plans, which are duly recorded.

5 § 4.05

6 a. Wherever a tract of land to be subdivided includes any part of a road indicated
7 on the [Major Road] TRANSPORTATION Plan, the location and construction of such road shall be
8 incorporated by the subdivider in the layout plan.

9 Section 2. And Be It Further Enacted that this Act shall take effect sixty (60) calendar days from
10 the date it becomes law.

EFFECTIVE: June 6, 1994

*The Secretary of the Council does hereby
certify that fifteen (15) copies of this Bill
are immediately available for distribution to
the public and the press.*

James D. Vannoy

Acting Secretary

HARFORD COUNTY BILL NO. 94-6(Brief Title) Road Classifications and Definitions

is herewith submitted to the County Council of Harford County for enrollment as being the text as finally passed.

CERTIFIED TRUE AND CORRECT

ENROLLED

James D. Vannoy
Acting Secretary
of the Council

James D. Vannoy
President of the Council

Date April 5, 1994Date April 5, 1994

BY THE COUNCIL

Read the third time.

Passed: LSD 94-10 (April 5, 1994)

Failed of Passage: _____

By Order

James D. Vannoy
Acting Secretary

Sealed with the County Seal and presented to the County Executive for approval this 7th day of April, 1994 at 3:00 p. m.

James D. Vannoy
Acting Secretary

BY THE EXECUTIVE

William M. Redman
COUNTY EXECUTIVE

APPROVED: Date April 7, 1994

BY THE COUNCIL

This Bill (No. 94-6), having been approved by the Executive and returned to the Council, becomes law on April 7, 1994.

James D. Vannoy
Acting Secretary

EFFECTIVE DATE: June 6, 1994